

LONG ISLAND FORUM



President George Washington Stops In New Utrecht At A Dutch Schoolhouse On Tuesday, April 20, 1790 As Visualized By Leslie Elhoff of Hewlett. The picture is from a large color drawing which the artist made for illustrating the Washington tour.

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The Cover Picture

It was a memorable day for twelve year old Peter Van Pelt when on Tuesday, April 20, 1790 he stood before the little Dutch schoolhouse in New Utrecht in line with the other children. George Washington was making a tour of Long Island and this was one place where he stopped and was greeted by the towns people and children. Peter was much impressed when the first President patted him on the head and said "Be a good boy, my son and you will be a good man." This scene was enacted at what is now 18th Ave. and 79th St. in Brooklyn.

Peter later became a minister and shortly after George Washington died, delivered a memorial oration in the Dutch Reformed Church of Flatbush extolling the virtues of Washington. This oration which was delivered on February 22, 1800 was later printed in booklet form. A copy is in the New York Public Library. He said of Washington "Summoned by the herald of mortality to relinquish his earthly abode, he has winged his flight to that unknown region, from whence no traveller returns; yet he lives, embalmed in the affections of a grateful people. The memorial of his virtue, his wisdom, his patriotism shall never die. It shall survive the rapid revolutions of time, and triumph over the waste of ages."

Peter Van Pelt died in 1861. He had lived to see the begin-

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Treasure Trove In Lattingtown

(Editor's Note. Author Wallace, a retired gentleman who lives on the East End, has asked us to state that "Rose Cottage" later known as "Werah Farms" is the present home of Mrs. Frank (Helen Latting) Dudgeon, who not only kindly showed him the Latting papers but was most hospitable and provided him with a delicious lunch whilst he took notes.

Living with Mrs. Dudgeon is Mrs. Theodore (Alice Latting) Van Namen who was equally gracious. Mr. Wallace also wishes us to point out that it was Miss Alice Titus, curator of the Roslyn Grist Mill Historical Collection at the Bryant Library in Roslyn, who first called his attention to the Latting papers).

IN ONE OF the loveliest parts of the North Shore stands "Rose Cottage" where members of the Latting family have lived for over a hundred years. Though this pleasant place is not "old" by the standards of the antiquarian, the Lattings came to this area some 300 years ago and recently it was my privilege to see some of the original land deeds which are not generally known to exist. This brief article is written after but a hasty glance at some of the papers in possession of the ninth generation of Long Island Lattings, and is designed primarily to call attention to a true treasure trove of documents which await the investigations of the scholar.

For example, I held in my hands (gingerly) a land deed from Richard Lattin (who hailed from Fairfield, Connecticut) to his eldest son Josias which is duly signed and dated, October 22, 1667! Another to John Robins dated July 5, 1681 signed by Indians

John Wallace

of the area (with their marks).

There are fascinating wills, slave indentures and letters galore. I was particularly taken by a written proposal of marriage from Charles Latting of the village bearing his name, to Sarah Frost of Troy, New York dated March 17, 1803. The date should have special significance to our Irish readers. He wrote in part:

"In consequence of the Intimacy existing between you and me I take the liberty of requesting a renewal of that esteem, thereby to fix it upon a firmer basis, you may think strange of my thus addressing you but believe me when I tell you that it has ever been the fondest wish of my heart to stile you something more than friend. Were you not so far from me I would immediately present myself in person to say a thousand things that my imagination

suggests that I cannot commit to paper." Then follows the proposal and the conclusion:

"Please to write me by Post to relieve my anxious mind from the state of uncertainty it is now in, every hour will seem a day until I hear from you. I am with Sentiments of the highest esteem yours."

Charles Latting

Charles signed the letter with a flourish of curlicues which would do credit to Queen Bess the First of England who was so fond of letting her pen wander in elaborate design up around and below her regal name. How well this proposal was received may be judged by the salutation from Charles in another letter dated, June 24, 1807 to Sarah Latting in New York asking her to bring home certain articles. It begins, "Dear Wife."

An idea of early weather

(Continued on Page 45)



"Rose Cottage" As It Looked About 1900.

Readers' Forum

Wreck of the Schooner Avlona

On January 12, 1885 in very thick weather and with a strong souther blowing against the beach the schooner Avlona out of Lunenburg, Nova Scotia and bound for Boston loaded with sea sugar from Cuba struck on the beach a mile east of the Bellport Life Saving Station. Whipped in by the wind she came so high up on the beach that the Captain and his five crew members were able to climb down on the backs of the Life Savers and despite an angry surf were waded ashore.

Captain Charles Rose, a former wreckmaster representing the underwriters, was in charge of the wreck and its cargo. He watched as the wind veered from the Northeast which, with an unusually high tide brought the Avlona right next to the high dunes where she lay parallel to the shoreline. He ordered a tramway built from the ship to the top of the hills and barrels tierces and hogsheads of the sweet stuff were rolled up over the dunes to the beach behind.

My father, Wilbur R. Corwin, Daniel Petty and Richard B. Hamel under Captain Rose's direction, then built a frame work over the sugar which was placed on planks from the beach. Then they stretched the schooner sails over all. This group was billeted in an old beach house and were hired to watch the sugar with the aid of four big Chesapeake dogs on ring chains running on wires staked along the four sides of the sugar.

The bay was well covered with ice and my father used his scooter to make trips to the North shore of the bay for supplies. Daniel Petty was the cook and they spent a pretty good winter. Protected by four good dogs, they slept well o' nights and busied themselves playing dominoes and making sugar candy of course!

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What's In A Name?

THE ORIGINAL Americans, as we all know, were Indians, therefore most of us who now call ourselves Americans are the descendents of immigrants. All over this country we find names which reflect the memories of the European countries from which our fore-fathers came, and this is particularly true of places in the original thirteen states. Many of these names are prefaced with the word "New," as in New England, New York, New Jersey, New Bedford, New Amsterdam and a hundred others.

We also find numerous other site names which reflect the bond between the original settlers and their homeland in Europe. English, Dutch, German, Irish, Scotch, French and Italian names are scattered over the Atlantic coast, and as the immigrants spread westward they carried titles derived from those countries with them.

Frequently, when selecting a name for a newly opened territory, they adopted an Indian name for the site, if they could think of nothing better, and at other times would name it after some very outstanding or striking landmark such as a mountain, spring, or lake. As villages grew and streets were laid out, we find much repetition.

How many cities in the United States we wonder, have streets named after trees, and in how many villages do we find a Maple, Walnut, Spruce, Pine, Oak, Chestnut and Willow Street?

All of this is, of course, typically American procedure,

Douglas Tuomey

but it seems that for pure originality and down-to-earth description of a site, the Long Islander of old was hard to beat when it came to naming a place. We give below some of the odd names which have survived from Colonial or Civil War days, with the legend or description of how they came to be so called.

EXECUTION ROCK: On the shore of Long Island Sound, in the Oyster Bay area, there is an outcropping of rock used in Colonial days for the execution of murderers. The man was manacled with chains, to staples driven into the rock at low tide, and as the tide rose he would be engulfed.

WHISKEY ROAD: The legend goes that during the cutting through of this road work was too slow to please the foreman, so he bought a keg of whiskey, placed it in a wheel-barrow and kept moving it along ahead of the workmen. As the gang reached the wheel-barrow every man was allowed one drink. The road is west of Yaphank.

ROGUES LANE: Near Huntington. Now an excellent thoroughfare, but in the old days lined with shacks in which lived

people of undesirable reputation.

FIREPLACE: Brookhaven was once called Fireplace. The story goes that years ago when shore-whalers operated across the bay, on the beach, and when their supplies ran low, they would build a large fire of brush as a signal for their families to bring renewed stores to the shore. When these were ready, a fire would be built to notify the whalers.

SHELTER ROCK: Most people living on Long Island know the Shelter Rock Road leading from the Southern State Parkway to Manhasset. In Colonial days this was a cow-path, and a huge overhanging ledge of rock provided shelter for cattle and other livestock during severe snow-storms and bitter weather,

FLINT-LOCK PATH: Leaving the hollow near Hauppauge, the road winds north to the old village of Smithtown. To the right, a narrow road, plainly marked "Flint-Lock Path" leads into the hills. Here, we understand, an outcropping of flint rock formerly provided flints for Indian arrow-heads, and later for the muskets of settlers.

RAM PASTURE ROAD: This name we are informed, came from the use of a broad meadow down near the bay, where the rams were separated from the sheep. The road is still so named



Execution Lighthouse Built 1850. Rebuilt 1869. From A Watercolor by Cyril A. Lewis.

and is in the present Hampton Bays section.

TELEGRAPH ROAD: There are still men living who can remember when the present Fifth Avenue in Bay Shore was known as Telegraph Road. The telegraph office was housed in a small wood building at the corner of Fifth Avenue and Main Street, Bay Shore. This road was surveyed and cut through by the U.S. Army as a prime necessity for communication between the North and South Shores of Long Island.

RACCOON BEACH: A heavily wooded area on Fire Island now known as The Sunken Forest of Point O'Woods. (In reality, this area is not below sea-level, but well above it.) The area got the name because it once swarmed with raccoons and fox; and believe it or not, mink.

GRIND-STONE INLET: At approximately the time of the War of 1812, a ship heavily laden with grind-stones was wrecked at the inlet in the Moriches area. The passage was almost completely blocked and the heretofore unnamed inlet became Grind-Stone.

SEAL ISLAND: In the waters between Great South Bay and Jamaica Bay, there is an island which in Colonial days was a favorite haunt of seals. The early settlers went there to shoot the animals for the oil, which resembled whale oil. Hence the name.

CAPTREE ISLAND: This name is one of the mysterious items, as there have been scores of explana-

tions advanced regarding the origin. The name appears on maps and charts as far back as 1690. Probably the most logical one is the legend that says that at one time there was a very tall, dead tree on the island. This was used by fishermen as a guide when running the inlet. To make it easier to spot, one of the early settlers climbed the tree and pulled his heavy, knitted, sailor's cap over the top of the trunk.

GILGO BEACH: According to an old legend, a family named Burch lived on the mainland south of Gilgo Inlet. They had a son, famous for his prowess as a fisherman, and called Gill Burch. When neighbors wanted to make sure of a good catch, they would decide to go where "Gill goes."

PLUM GUT: A gut is the Dutch name for a narrow passage between two bodies of water and where the current is swift and deep. In 1670 a Dutch vessel was wrecked here, and the captain's diary relates how profusely wild plums grew on both sides of the channel. From then on, the local inhabitants referred to the waterway as Plum Gut.

WOLF HILL ROAD: Located in the Huntington area. In Colonial day a pack of wolves lived and raised their litters among the almost impenetrable jumble of rocks on top of the hill. The raids on cattle and chickens of the early settlers and attacks on children, finally led to an organized attack on the hill and the extermination of the pack.

ROUND SWAMP ROAD: Crossing the Northern State Highway just as you pass the Nassau-Suffolk boundary. At one time this was a narrow dirt road which skirted a swamp. Looking down on the swamp from an adjacent high hill, it was so clearly defined and perfectly round, that one would think it had been drawn with a compass.

These are but a few of the hundreds of odd names given to points on Long Island by the early settlers, and it is doubtful if many persons know their origin.

The writer is deeply indebted to three distinguished gentlemen for their assistance in preparing this article; Paul Bailey, Suffolk County Historian, George Lewis Weeks, Jr., Islip Town Historian, and the late Osborn Shaw, Brookhaven Town Historian.

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Historic Storms And Gales-Part I

Osborn Shaw

(Long Island recently lost one of its finest citizens and a great historian in the person of Osborn Shaw of Bellport. He was, at the time of his death and for many years before, Historian for the Town of Brookhaven. His accomplishments were many—particularly in research—the compilation of the Brookhaven Town Records for example. It is a pleasure to reprint this first installment of his storm articles which first appeared in the Forum in 1939, the year after the great September Hurricane.

May we suggest to our readers that they preserve this issue and the succeeding ones of March and April when other installments will appear since Mr. Shaw's account has long been out of print both in magazine and pamphlet form. Further we suggest to those interested in the Island's natural history that they will find greatly expanded material in Paul Bailey's "Physical Long Island." The Editor).

SINCE the hurricane that came as such a surprise on Wednesday afternoon, the twenty-first of September, 1938 destroying so many lives, homes, property and trees, especially in Suffolk County, there have been many people who have inquired if such an event ever had occurred before on Long Island. In answer to this question, it is the purpose of this article to show that there have been many and severe storms and similar gales, which have visited the Island, during the three hundred and more years that it has been inhabited by the white man. Perhaps it is because the most common and most generally read histories of Long Island contain so little about the destructive storms of the past, that so little is known about them and can only be found by patient effort.



Scene at East Hampton After Hurricane.

When the whole of Long Island was inhabited only by its native Indians (except for perhaps only two or three white families living on still unpurchased land in what is now Brooklyn,) a severe storm visited Plymouth, Mass., fifteen years after its first settlement. This storm is very probably the first one ever recorded in America and its description is so typically that of a great hurricane, we have every reason to believe it first hit Long Island—especially the east end—before passing on to Massachusetts. It is described in *Our First Century*, by R. M. Devens, (1877), who in quoting Morton's *New England Memorial*, states it was a most "violent tempest." It began very suddenly on the morning of August 15th, 1635, "blew down houses, uncovered divers others, divers vessels were lost at sea; it caused the sea to swell in some places so that it arose to twenty foot right up and down, and made many Indians to climb into trees for their safety; blew down many hundred thousand trees."

Who can deny that the de-

struction caused by this hurricane taught the Pilgrim forefathers the lesson to build their houses sturdy enough to withstand similar gales and that it may have been because of them, why the early settlers on Long Island followed their New England brethren in using such massive frameworks in their buildings, some of which have withstood both hurricanes and the ravages of time and are still intact?

In both Prime's and Thompson's histories of Long Island, and Furman's *Antiquities of Long Island*, there are some extended accounts of the damage and changes made by storms all along the north and south shore lines of Long Island, but the greatest changes seem to have occurred on the beaches and series of islands that stretch along the whole south side, bordering the Atlantic Ocean. This, of course, is because of the exposed position of these beaches to the greatest force of gales and fury of the sea when in its ugly moods.

Gabriel Furman, writing between 1824 and 1838, gives us the following account:

"The shores of Long Island have undergone frequent, and at times very rapid changes. This arises from their consisting of a loose sand beach exposed to the action of the waves of the ocean. In the case of Nicolls vs. the Trustees of Huntington [the south part of Huntington is now the Town of Babylon], tried in the Court of Chancery of this State, in 1814, the following testimony was given: Jacob Seaman says that about fifty years ago [about 1764] the ocean broke through the beach, between Fire Island Gut and Gilgo Gut, with great violence, and formed what was called Cedar Island Gut, but which in a few years was filled up and gone. Isaac Thompson speaks also, but loosely, of a gut called Huntington Gut, between Cedar and Oak Islands, now disappeared; and he says that within his memory the water has several times broke through the beach, and that the inlets afterwards closed up. John Arthur says that he has always understood from a boy (he said this in 1770, and was then seventy-four years old) that Fire Island inlet broke through after [William] Nicoll settled there (which was in 1688), and that it used to be called the New Gut."

Thompson's *History of Long Island*, (1843), continues the testimony of the next two witnesses more fully, as follows: "Col. [Nicoll] Floyd stated that about sixty years previous to 1814 [about 1754], there were seven inlets east of Fire Island, each of which was from a quarter to half a mile wide. Dr. Udall, an aged and intelligent physician, (whose death at the age of

90 years, occurred Oct. 6, 1841), said when he was a boy and first knew Fire Island, it was only a sand bar, and that he never knew it called by that name [Fire Island] before 1781. He had heard David Willets, an aged man, (then deceased) declare that Fire Island inlet, was formerly called the Great Gut, or Nicolls Gut, and Nine Mile Gut, because when it first broke through, it was nine miles wide."

"This event happened in the winter of 1690-91, during a violent storm; and at the same time a great number of whale boats, kept upon the south beach, were destroyed. As late as 1773 the Fire Islands, (or as some say the Five Islands, that being the original number first formed), were a mere sand-spit, producing only, a few patches of grass; and Seal Island, from the number of seals that used to bask upon them. . ."

Returning to Furman's *Antiquities*, we find that Fire Island Inlet was a passage for the privateers during the Revolutionary war and that when the erstwhile Chancellor of State, Samuel Jones, was a boy, he and several others went to view a new inlet which had then just broke through

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Madame Martha's Recipes

A True Tale
by Kate W. Strong



In 1675 Colonel William Smith, mayor of the city of Tangier, bought a great book, sometimes called 'The Tangier Book' and sometimes 'The First Pigskin Book.' The second pigskin book has entries by his wife. His first entry was a statement of his marriage on November 20, 1675 to Martha Tunstall of Putney in County Surrey, England.

After that he recorded the birth baptism (including minister and godparents), and some deaths, of his numerous children. As he only wrote on one side of the page, his wife, Madame Martha, turned the book upside down and wrote in her recipes—in some cases telling the name of the person giving her the recipe.

She sometimes added a few bits of news, as when she told that she felt that Colonel William's sickness came from a strain he had incurred in lifting her off the horse. Mme. Martha did not ride pillion as many women did in those days, but had her own side saddle which was covered with velvet. Colonel William's saddle was also covered with velvet.

On that day, they had ridden to their South Side home. He was quite sick for a time but later she recorded that 'her dear Billy was better.' I like that little touch for usually, like most wives, she spoke of him as Mr. Smith. And now for the recipes. I doubt whether many modern housewives would want to use such quantities of certain

materials.

"To make a Shaking Pudding—take quart of cream, boyle it with mace, shred nutmeg and ginger, put in a few almonds blanchd and bete with rosewater, then bete 4 eggs with half ye whites and bete them with rosewater, then stir them all together, then put to it sliced ginger, sugar, greated bread & salt, then butter a Crock & cover it and put it in boiling water, as you must do to all puddings. Serve it up with butter and sugar."

"For a sore throat or quinsy—take Rue & pound it pretty fine & make a poultice & plaster, must be an inch thick & lay itt on ye side of ye throat. It is a sure cure. You may sprinkle it with brandy. Mrs. Strod."

"For a blacked face or poisoned by any ill herb—take good English Honey & as much oyle of red roses, bete them well together, they will turn white as a cloth, anynt your face with it cold, laying a cloth upon itt, due this 4 or 5 times a day, it will cure it."

"To make a Salve—take pint of best golden oyle & half a pound of Reade Leade, so mix them together in a porringer & so lett it simmer together stirring it all the time til it comes to a salve, very good for any wound."

"For Defness—take hare and fleece him & rost him & lett the party put some of the fatt that comes from him in his ear and he shall recover his hearing in a short time, this has helped many that could not hear. Mrs. Orsborn."

"To Make Pancakes—take the Yolks of Six eggs, add ye one white and one pint of cream and half a pint of sacke & nutmeg and a little salt and some sugar. Make the batter of a reasonable thickness, work in some flower & Fry them. Mrs. Orsborn."

"For swollen Eye—make a poultice of white of egg & milk and oyle of roses in itt and lay it on the same."

"To wash ye head to make ye hair grow—take half a pint of sack or white wine, put to it a pint of water, a little rosemeary oyle, the third part of an ounce, take a nice little egg both white and yolk, put in a basin with a good spoonful of honey, bete ye honey and egg together with ye hands, putting a little of ye wine and water to it so that it may not curdle and wash ye head as hot as may be endured & dry ye head afterwards with hot clothes."

"For Little Cakes—take 2 lbs. of flower & a pound and a half of butter. Ye must mix ye flower and butter very well together with ye hands, then put in half a pd. of sugar & butter & 4 eggs, take out two of ye whites, put in a spoonful of rosewater, 1 pd. of currants washed the day before, if they are not they will make the cake heavy, let it stand a little while before

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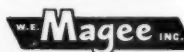
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ye fire, then make them up in little cakes crossing them with a knife, bake in a quick oven."

I think this is all the recipes you will want to experiment with at present, so we will leave the rest for another time.

Readers' Forum

(Continued from Page 28)

I was five years old at the time but I can well remember my father coming across the bay in his invention, the scooter, and it was that winter he really worked out ideas he had for traveling and rockering runners of flat brass. He used a little mainsail and balanced by moving his weight.

Spring finally came and the Avlona was sold on the beach where she had stood upright all winter, at public auction, to Noah Ackerly of Patchogue. He engaged Robert Hawkins of East Patchogue, a HOUSE MOVER to get the ship to water! Ackerly directed Hawkins and his men to put skids on slider blocks under her to ease her down. The last blocking was done just before high tide came in with a Northeaster. Anchors were run out to sea. Then Ackerly set up his windlasses and pulled the ship's bow around to his anchors. His sails were already bent and he raised them and headed straight for New York to haul out.

Though the Life Saving Records and the Board of Survey had termed the Avlona so badly damaged she was condemned, she was reconditioned by Noah Ackerly, a far seeing man who renamed her the "Gussie Bishop" and with her he made many trips from southern waters to North Atlantic ports with sugar, salt and other freight.

Sea sugar was light brown and unrefined. My father was given a barrel and I can remember going into our pantry and as I stared into the barrel the sugar seemed to CRAWL. It moved precisely as does the asphalt used

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on the roads. It never seemed to settle down—never was it still. It was fascinating to me as a child.

WILBUR CORWIN
Bellport

(Editor's Note. And your story is fascinating to us now, Mr. Corwin. Mr. Corwin tells us that this is the first time this story has ever been written, save for a meagre Life Saving report.)

Judge Strong

In her "A True Tale" in December's L. I. Forum, Miss Kate W. Strong recalls that period in Setauket's history when the question of the mail was so important, particularly the connection from Setauket with the railroad in Smithtown. She then quotes from the official correspondence of the Post Office Department to the Hon. S. B. Strong from February to April, 1843, which, as a result of Judge Strong's efforts, finally led to the establishment of more satisfactory connections at Smithtown.

This was most interesting to me for I have a letter written by Judge Strong from Setauket on February 11, 1842 to Lawyer Samuel L. Gardiner of Sag Harbor which shows cause for the Hon. Strong to seek better postal service. The correspondence pertains to formal opinions relative to one Lewis Smith's will, but it is interesting to note. "Shortly after receipt of your letter of the 12th of November I wrote to you expressing my opinion, and handed my letter to D. Dering who told me that he intended going to Sag Harbor in a few days. I have not seen him since his return, and I am apprehensive that he forgot the letter."

Although it is not easy to decipher some of his writing, Judge Strong seems to have had other difficulties besides unsatisfactory postal service. He promises to send certain opinions to Lawyer Gardiner "as soon as may be convenient, altho it is impossible for me to say when that will be as my last clerk W. Markham (?) has married—?—at Smithtown and my promised clerks have not yet arrived."

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Readers' Forum

Winter Choruses

After having read the fine issue of the Long Island Forum for this month in which were contained so many things of especial interest to lovers of Long Island lore, may I offer my congratulations on this particular issue, and also express my thanks for your kind reference to my father, Jesse Merritt.

The story of the cutlass in the forest at Fire Island, marking a buried treasure was both fascinating and, I thought, beautifully written, as were others too.

One article of special interest to my sailboating husband and to me was the one entitled Two Bird Songs and the Insect Chorus. We feel that, perhaps, we could help to continue Julian Smith's list of enjoyable "songs and choruses," as we were invited to do at the close of his story, from the summer to the winter months.

Each morning for the past several weeks we have been treated to the noisy hungry squawkings, though still welcome natural sounds, from the sea gulls who appear to be hovering more than ever along the shore line now that summer's warmth has departed from over the ocean area. Perhaps, too, they miss being able to follow the always plentiful fishing boats, busy at all hours of the day and night through July and August, during the warmest time of year.

The few persistent hearty fishermen operating at this time of year can't be an adequate number to satiate their ever present desire to trail after and swoop down over the fish laden vessels of the summer time.

Not only do they contribute to the Long Island waterfront sounds of natural life during all the seasons of the year, including the coldest, but also impressive is their remarkable knowledge of navigation. Perhaps coincidental, perhaps instinctive, it was when they followed our ship all the way to Bermuda (a two day run), but did not follow a previous trans-Atlantic summer voyage to Europe (which trip would have amounted to an exhaustive five day trip). Remark-



Sketched and Etched by Joseph P. DiGamma

able instinct!

However, their grace and beauty in flight has always struck me as most impressive. Whenever a good sea breeze is blowing they will casually spread the wings for lift and sufficient speed to carry them forward in a seemingly effortless flight in any direction at all with very little wing movement. Sometimes tim-

id, they do eventually float down to food.

This is something their friends, also heard the year 'round, the ducks, must be extremely jealous of indeed. The latter always having to beat their wings very rapidly in order to maintain flight during their frequent mass for-

(Continued on Page 42)

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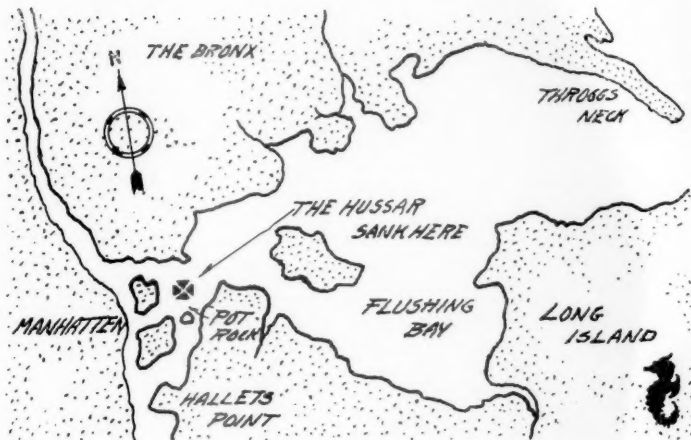
Charles Giebelhaus

(Mr. Giebelhaus, who lives in Huntington, is a technical writer in the Publications Department of Grumman Aircraft Engineering Corporation. He served as a Sergeant with the Field Artillery in Korea before his present occupation and his hobbies are flying airplanes and gliders and writing History. He attended extension courses at William and Mary College and the School of Aeronautics after graduation from high school. We hope he writes more. This is the first installment of the Hussar story.)

On Wednesday, September 13, 1780, a smartly sailed, well manned new frigate of the British Navy sailed through the narrows of New York Harbor and anchored off the tip of Manhattan Island. Interested individuals in British occupied New York lost no time in appraising this latest addition to John Bull's fleet in American waters.

She swung quietly at anchor and a long boat manned by hard pulling tars made repeated trips to the wharf at the Battery. The HMS Hussar was a tight ship, no mistake about that. Fore and aft gleamed 28 bright brass cannon while the late summer sunlight danced on newly holy-stoned decks. The freshly painted black hull and taut clean rigging, gave ample proof of a well disciplined crew. The decks were well peopled and with good reason.

Besides her crew, the Hussar carried a complement of red-coated Marines and some American prisoners. These, shipped from the prison camps in England, were destined for prisoner exchange with the American Army. The



Two Million Dollars Still Awaits the Finder.

red coats were always ready to exchange captives, but Washington was never enthusiastic about such trading. The British must transport their troops 3,000 miles to war at enormous cost, and therefore, each soldier returned to them had a greater military value than an exchanged American.

To those observing from shore, the few American prisoners aboard hardly justified the large Marine guard, especially since these prisoners were pointed home anyway.

In the following weeks the Hussar stayed just where she had anchored, with no disembarkment of crew, prisoners, or Marines. The sharper minds on the waterfront began to put two and two together and local opinion soon rumored that something very, very necessary to the British Army was aboard and under close guard.

They were right. The necessity of war stored in the fri-

gate's hold was money. Upwards of two million dollars (by present standards) reposed as bright gold, silver and copper coins in the hold of the Hussar. She was a pay ship, carrying monies due the long-suffering and unpaid troops of His Majesty in the Colonies.

The long postponement of payrolls had considerably aided inducements towards desertion. This deficiency of the royal paymaster had moved goodly numbers of King George's men to exchange their red coats for less conspicuous and markedly safer homespun. The German mercenaries, particularly, felt this urge, since it wasn't their war anyway. Some of these chaps even went so far as to join the ragged ranks of the rebel army, figuring that since they weren't going to be paid by either side they might as well be popular.

General Clinton, the British commander of New York, had

made repeated requests to London for the lagging payrolls, even as Washington implored Congress for pay for the Continentals. Considering the ethics of some of the ranking types in George the Third's government, it is remarkable that the bright stacks of coin in the Hussar ever got as far as New York Harbor.

It was not a good time for a pay ship to be in harbor. The forces occupying New York were jittery and justifiably so. The French had recently re-entered the American war, actively, after an earlier failure to take Charlestown. Early in July the French fleet, consisting of 13 frigates and 7 massive ships of the line, put in at Newport, Rhode Island to the wild cheers of the population who had previously considered the American cause as almost washed up.

Benjamin Franklin, the American Minister in Paris, had finally obtained concrete aid for Washington's army. Six thousand well equipped soldiers with artillery were put ashore. The commander of this army, Count Rochambeau, immediately sent a courier to Washington at West Point, requesting orders. Here was located the main body of the American Army in the north, close enough to New York to keep Clinton anxious, but with enough elbow-room to dodge if the British tried a haymaker.

Clinton had recently been re-enforced at sea by the addition of several ships of the line. Holding the preponderance in sea power, he decided to act quickly. The fleet was assembled, loaded with all the troops that could be spared,

and an attack was launched up Long Island Sound.

To Washington, the arrival of the French could be compared to the descent of angels straight from Heaven. The scales were tipped, if ever so slightly, toward the Americans, and he did not intend seeing his six thousand brand new troops chewed up by Clinton. Instead of trying to move an effective force toward Newport, where it must inevitably be too little and too late, he made the one move Clinton could not tolerate—straight for New York.

Long Island, Westchester and New Jersey were alive with guerrillas and scarcely a week went by without an attack on one of the line of British forts stretched across upper Manhattan and the Bronx. When, at last, couriers reported the Continental Army massing and moving down both sides of the Hudson, Clinton recalled his fleet. The old fox had done it again. A French defeat at Rhode Island would be useless if New York fell to the Revolutionary Army.

With the joining of the French and American armies, an attack on New York seemed imminent, and it was imperative that the Hussar proceed to another rendezvous. The possibility of such an enormous sum falling to the rebels made this move essential, and the secrecy surrounding the Hussar's sailing was part of the effort to prevent her being captured.

Perhaps someone remembered the goof the British pulled when evacuating Boston at the beginning of the Revolution. Leaving Provincial Boston for the more attractive and strategic port of

New York, the British army embarked and sailed South. However, as the delighted Continentals discovered, nobody had informed incoming British supply ships. These sailed straight into Boston Harbor where they were cheerfully captured. One powder ship had exactly seven times as much gunpowder on board as the entire American army at that time!

The skipper of the Hussar was faced with an unhappy dilemma. His orders directed him to an anchorage on the Connecticut coast. The most direct route from New York Harbor was up the East River into the narrow neck of Long Island Sound—and then along the coast to the north. A large British squadron between him and the French would be some measure of protection. However, the prospect of taking a sailing ship up the East River in 1780 was not a pleasant one.

It is not a pleasant idea even today—although some of the worst rocks have been blasted out. The northern end of the river is restricted at one point to a narrow passage called Hell Gate. The name was not an exaggeration. A vicious riptide boils through the river here between the Long Island shore and the Twin Islands Randall and Ward's. At this time they were called Great and Little Barn.

However, the only alternate route for passage to Connecticut was back through the south entrance of the Harbor, and then along the whole southern shore of Long Island to the very tip at Montauk. The south shore of Long Island is a lee shore without deep water or good harbor

for its entire length. In fact, some of the inhabitants of that shore then counted on shipwreck as a natural boost to their income. The prevailing winds being southerly, a sailing ship must then stand well out to sea to the south to avoid this shore. It would be a long, time-consuming voyage and would expose the ship to possible attack at sea.

Therefore, the decision was made to take her up the East River. The weather was clear, the prevailing winds favorable, and with a local pilot to guide them, the odds seemed not unfavorable. As a final deciding factor on this passage the Hussar would be protected by the Fleet for most of her voyage.

On the morning of November 3, 1780, the Captain of

the Hussar requested a local river pilot from the authorities and sent the ship's long boat to pick him up. The local pilot turned out to be a tall, intelligent Negro, belonging to the Hunt family of the Bronx. When told of the proposed route, he listened respectfully, then advised against it. The Captain had resolved on the East River route, and curtly ordered the Negro to the wheel. The pilot shrugged his shoulders and stepped aft.

The capstan crew went to work and the Hussar's anchor came aboard, dragging some of the bottom with it. The ship was worked smartly and she nosed 'round the tip of Manhattan and up the East River toward Crown Point. The ship then eased toward

the channel close to the Brooklyn shore. Sniffing the breeze appreciatively, the crew looked over the British prison ships anchored in Wallabout Bay (today the site of the Brooklyn Navy Yard).

These rotting hulks were decommissioned, dismasted, ships of the line, jammed to overflowing with American prisoners. As they passed down wind of the infamous Jersey, the stench was overpowering. Other hulks, showing the characteristic silhouette of a black hull with a bowsprit left of the rigging, were anchored across the bay. These included the Whitby, Falmouth, Scorpion, Strombolo and the ironically named Good Hope.

The frigate continued up

(Continued on Page 44)

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Writing About Writing

THE NEW YEAR began happily for us; the day was beautiful and made more so by the arrival of a slim black volume of poetry, "Weather-House" by Alonzo Gibbs of Bethpage. Mr. Gibbs, some of whose prose appeared in last month's Forum, has had his poems published in national magazines and anthologies in recent years and is poetry critic for "Voices."

Poetry and poets have defied definition over the years. For us however, the man who can, with but a few carefully chosen words, evoke vivid pictures to the mind's eye and arouse the intellect to pleasures of understanding and appreciation—is a poet. Rhyme and form don't matter really, but being old-fashioned, it appeals to us.

So the poems in "Weather-House" are to us a delight. Mr. Gibbs has, like most Long Islanders, a fascination for what surrounds us, rises fresh in our lakes and streams and seeps into our creeks:

"Water with its mirror ways
is never itself

It is always the sky, the green
sea-wall or the rock shelf;

It is the girl upon the cliff,
the full

Bush, the pier or out-of-draw-
ing hull:

At times at noon water is the
sun."

Or, from the poem "Oceanic
Art."

"High on a rung'd hypoten-
use the sailor

Softens his image in the har-
bor's fluent side."

All the poems in the book were written on Long Island and some deal with our common experiences, for example, "At Massapequa."

"With copper feet corroded by
the bay

We pry the mussel from the
roots of sedge,

A plume of mud, the fiddler,
incomplete,

Burrows in the bog; a sucking
dredge

Deepens the channel and the
parting clouds

Extend the day."

"Captree" describes the fish-
erman;

"And surf-casters, booted to
the waist,

Land a shovelmouth, untwist
the kink,

Cast, hook the weed."

The theme of the book is the Hansel Gretel story with two moods, one for the children and one the bad witch. The last poem is a longish masque of vanity.

There have been the giants of poetry on Long Island; Whitman, Bryant, George Sterling, John Hall Wheelock to mention some; there have been many singers of lesser reputation. We cannot pretend enough knowledge of poets to pass in judgment to others. But in our own estimation Mr. Gibbs stands very high—we think his talent is great.

The book may be obtained by writing Mr. Gibbs at 15 Helena Ave., Bethpage. The price is listed elsewhere in this issue. The publishers are Charles E. Tuttle and Co. of Rutland, Vermont and Tokyo, Japan.

WRITTEN ABOUT actual
events that took place on the



Timothy Penny

East End of Long Island after the Tories took over during the Revolution are two books for young people: "Jackknife For A Penny" and "Change For A Penny" by Samuel and Beryl Epstein. They abound in excitement with a very young hero, Timothy Penny, who is entrusted with various important missions to aid the patriot cause.

Tim, though London born, is a fiercely ardent patriot and proves it by his quick thinking and courage, for example, he leads Colonel Meigs and his men through the Matituck marshes to open water and the famous raid on Sag Harbor. Tim fights off Tories and is rewarded by the respect of men like Colonel Meigs, and Major Tallmadge who presents him with a jackknife used by the great Nathan Hale. Most of all, though, Tim is proud of the love and respect earned from his own brother Gideon, a patriot soldier in Connecticut.

R. M. Powers is the illu-

strator and there are maps to explain the action. The books provide an excellent means of teaching the young folks how their forefathers lived and fought here years ago; how freedom was won over such great odds. They may be read separately, of course, but they go together naturally. The publishers are Coward McCann.

WE MET AN OLD friend the other day in print. We read Dorothy Quick's latest mystery story, "The Doctor Looks at Murder" published by Arcadia House in New York City. Some years ago we enjoyed Miss Quick's books of poetry and for the intervening years we've enjoyed her newspaper column "A Quick Look at Things."

Miss Quick, who is really Mrs. John A. Mayer of Lily Pond Lane in East Hampton, has written several stories for the Forum in years past—our favorite is "Tropics On Long Island" which was her account of the '38 hurricane—a real gem.

But back to the mystery. It's a pleasant, light one without modern "hardboiled" aspects. It's in the tradition of the Mary Roberts Rinehart, Agatha Christie murder stories. Two people die, a lady solves the case, there's a library where everyone meets, a secret entrance to the old house, but there's no butler! We were fooled—we think it's kind of nice to be—get a copy and see if you can guess who the culprit is, before the last chapter of course.

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THE RARE James Truslow Adams "History of Southampton" is for sale by Beatrice Rogers of Westhampton Beach, N. Y. Price \$35.00.

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"Poems of John Orville Terry, 'Chiefly Depicting the Scenery, and Illustrating the Manners and Customs of the Ancient and Present Inhabitants of Long Island.'" (A limited number of copies from the original 1850 printing. George F. Nesbitt, Printer, Wall and Water Streets, New York) Price \$2.00.

Maps: Historical Sites of Orient, Early Families of Oyster ponds (Orient) Price 25c each. (Approx. size 10" by 15".)

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WANTED: Copies of the October, 1959 Long Island Forum. P.O. Box 1568 Westhampton Beach, N. Y.

WILL TRADE L. I. books. I have, "The Whale Fishery on L. I.," Sleight, 1931; "Prime Family Records," Prime, 1868; "Brookhaven Town Records": "Up to 1800" and "1798 to 1856"; "Yaphank as it is and Was etc.," Homan, 1875; "Old Lady Number 31," Louise Forsslund (Foster), 1909; "Select Patents of New York Towns," Van Wyck, 1938. Also other L. I. items.

What Have You? Write "Collector" Long Island Forum, P. O. Box 1568, Westhampton Beach, N. Y.

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L. I. FORUM INDEX

The Queens Borough Public Library sells a complete index of the Long Island Forum for the years 1938-1947 inclusive, at \$1 postpaid. Also for the years 1948-1952 inclusive, at 50 cents postpaid. They may be obtained by writing to the Long Island Collection, Queens Borough Public Library, 89-14 Parsons Boulevard, Jamaica 32, New York.

FOR SALE: A limited number of copies of "Historical Sketch of the Incorporated Village of Westhampton Beach" are still available at \$3.50. Write Mrs. Beatrice G. Rogers at Westhampton Beach, L. I., N. Y.

WANTED: 50th. Anniversary edition of the Hampton Chronicle, published June 1957. L. F. Casey, 45 East 85th. Street, New York City.

WANTED: Old postcard scenes of L. I. Write. "Postcards" Long Island Forum, P. O. 1598. Westhampton Beach, L. I.

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Readers' Forum

(Continued from Page 36)

mations charging over the bay. Although many of them fly South for the winter months, there are still a few die-hards who sit on a thin skim of ice in our backyard canal all winter, waiting for a handout of breadcrusts to be tossed their way at noontime. Their frequent quacks in the yard are a very positive sound, indeed at any time.

One last sound which is quite rare and interesting to us, although heard mainly in the fall, is that of the geese, as they are flying overhead towards warmer climes. This odd noise, a sort of whirring effect, is not vocal but the actual swishing of their wings while they fly in their lovely long and gently wavering "V" formations, an inspiring sight to watch from any of the islands or boats in the bay after summer has passed.

These are all the welcomed vibrations picked up by our ear drums when we are in our backyard here in West Islip. I hope this will help in some sort of way to point out to Mr. Smith the many fall and winter sounds that nature has to offer, although I am sure he has long been aware, though perhaps not consciously, of their presence.

So nature continues that delightful orchestration he described so well, on into winter, though perhaps to his musical ear, much more strident, and in an entirely different key and register, nevertheless, to us all the more pleasant in its positive assertion that all of nature is not in hibernation at the present or any time.

I should appreciate your pointing this out, in answer to Mr. Smith's request, although I have always had such great respect for all of his thorough and sensitive observations of all of the outdoors, particularly about the Great South Bay, that it does seem almost presumptuous on my part.

Sincerely,
JESSICA GRIFFITHS

Early Man In Suffolk County

In a recent bulletin entitled *Traces of Early Man In The Northeast*, New York State's archaeologist, Dr. William A. Ritchie, has pointed out that some of the oldest Indian relics have been found on the Wickham farm near Greenport and near the "Spider Legged Mill," a few miles northwest of Bridgehampton. Thus Eastern Suffolk County shares with Rhode Island, Massachusetts and Vermont the distinction of having been the probable hunting grounds of savages using fluted points more than 5,000 years ago.

This writer as chairman of the Committee on Indian Archaeology of the Vermont Historical Society, was told by the late William Wallace Tooker at Sag Harbor more than forty years ago, that archaeologists were on the verge of breath-taking discoveries. At that time (1915), Carbon 14 dating was undreamed of; but strange, unidentifiable objects were coming into museums from all over the United States. Archaeologist Ritchie writes: "Unhappily, the exact origin of the majority of specimens sent to museums and private collections is unknown, because they were collected prior to 1926, when the temporal significance of the fluted form of point was first recognized."

The writer is personally acquainted with William A. Ross of St. Albans, Vermont, and with him has visited the Reagen site in East Highgate, Vermont, where Mr. Ross and his late co-worker, Benjamin W. Fisher, collected the materials prominently mentioned in Dr. Ritchie's 1957 Bulletin Number 358.

This writer has long been familiar with the sites of Lat-ham's and Raynor's discoveries at Greenport and Bridgehampton: his boyhood hobby has become a mature avocation, thanks to men like William Wallace Tooker, William A. Ross, and Dr. William Ritchie.

JOHN C. HUDEN
Burlington, Vt.

(Editor's Note: Dr. Huden is a faculty member of the University of Vermont.)

Nostalgic Reading

Enclosed is five dollars for a two years' subscription to the L. I. Forum, a periodical devoted to the interests of L. I. and its people. It is a symbol of the old, and new order of things. I am happy to join your company of pleased subscribers.

I believe that I am the last of the old U.S. Life Saving Service keepers and stories of Life Saving make interesting and nostalgic reading—those "piping times" are a revelation to those who are softened by the comforts of modern times.

I note the humorous narrative told by Lou Pearsall, a former surferman of my old crew, relating the activities of "Rubber" an odd character, but in a way typical of the many mirthful and sometimes tragic circumstances which fell to the lot of the surfermen during the period of their service.

CAPT. JOE MEADE
Babylon

Hammond, Mills, & Co., Patchogue

I wonder how many Forum readers remember the Hammond, Mills & Co. grocery wagon that went about the streets of Patchogue, Blue Point and other neighboring villages along about 1890. There was one small store in Blue Point at the time, but it did not carry enough stock to half fill one's order for the week. So this progressive Patchogue firm sent my older brother around Blue Point the first of each week to get orders and the next day he'd drive the light one-horse, four-wheel, uncovered "boxwagon" with deliveries.

Hammond, Mills & Co. carried, besides groceries, about everything from a package of needles to a complete set of furniture for the home. I used to drive around with my brother when possible. One day we were loading groceries from a platform in the rear of the store, which stood at the southeast corner of Main Street and Ocean Avenue, when I dropped my new watch and smashed it beyond repair. It was a real tragedy as it had cost me 100 hard earned pennies, it being an Ingersoll ("the watch that made the dollar famous").

Ralph S. Abrams, Blue Point.

Earthworks?

Historical markers describe the remains of earthworks on the hill behind Canoe Place Inn as being of British origin. Considering that the narrow isthmus below was used, on at least one occasion, by whaleboat crews in their depredations from the mainland, it seems reasonable to believe that these fortifications were built by the British during their occupation.

Many years ago, however, a veteran of the Civil War told me another version which also seems plausible.

His story was that after Washington had forced the British out of Boston by fortifying Dorchester Heights, the local people were much alarmed about Lord Howe's almost certain return and any designs he might have on New York City.

My informant claimed his grandsire had told him the fortifications were built by local militia to prevent a possible march up Long Island by a part of the British forces hoping to execute a rear guard action at what later became the Battle of L. I.

The cattle on Long Island might well have been a factor in such a maneuver. Gen. Washington obviously thought them important when he delegated an outstanding professional soldier to care for them. Curiously enough an encirclement and rear guard action later proved nearly disastrous to the colonial forces.

I would be most interested to know if you have ever heard this story before.

JOSEPH RAYNOR
Hampton Bays

Paul Bailey's Comments

I had heard that the earthworks behind the Canoe Place Inn were a remnant of the Revolution, but know of no substantial proof that such is the case. However, it is generally accepted as so.

Your theory that they are of American origin rather than British seems more likely to me. Certainly all Long Island, and especially the east end, expected British occupation in the early days of the war, having been menaced by men from British ships who had their eye on the Montauk and Shinnecock Hills livestock, as well as that on



Old Canoe Place Inn

Gardiner's Island.

A Riverhead man of some age once told me that the earthworks were simply the remains of a dump heap from building the Shinnecock Canal in the late 1880-'90's. But evidence points to the fact that they were there long before the canal was built.

More Information

May I say how much I enjoy the Forum each month and that I've been a subscriber for some years.

Your new page, "Writing About Writing" is most interesting but I would like to make one suggestion: Sometimes you omit where the books may be bought. This month's issue mentions a new cook book which sounds interesting but whom do I contact about it and how much?

Two of the books mentioned last month are now in my possession after a series of notes back

and forth. Couldn't this be corrected? Or perhaps I'm wrong. At least, the Forum, as a whole is greatly enjoyed.

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Patchogue

(Editor's note. Thanks for your note Mrs. subscriber. We have a policy of not mentioning price of books in the reviews but we'll make sure to include "where to get them" information.)

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CHARTERED 1889

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ning of the Civil War and another great American—Abraham Lincoln.

The illustration is from a color drawing by Leslie Elhoff and is one of a group of pictures made to illustrate Washington's tour of Long Island.

In the background behind the horses the Van Pelt Manor House can be seen. It was just down the road from the schoolhouse and this landmark stood until from neglect it had to be torn down in November, 1952.

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river, with a leadsman swinging a weighted line at the bows. The pilot eyed the narrow mouth of Newtown inlet, and the green bluffs of the wooded Long Island shore, then swung her bows more to the center of the river. Paralleling mid-Manhattan, a long, narrow island bisects the East River, making two channels; one to the east, one to the west. Then called Blackwell's Island, today it is New York City's Welfare Island. The ship steered into the eastern channel. Here the current quickens as a prelude to the shoal water of Hell Gate, further north.

Hell Gate marks the spot where the deep tidal waters of Long Island Sound are constricted between the twin islands and Hallet's Point (now Astoria). On the south this narrow passage was made even more dangerous by

treacherous ledges named Great and Little Mill Rock.

Another obstruction, Pot Rock, lay broadside to the current, protruding into the channel for 130 feet, with its black mass only 8 feet below the surface at low water. To a ship attempting passage to the sea, it was the final obstacle, almost at the very water.

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the beach during a very heavy storm. This inlet was afterwards known as Jones Inlet. Where sand had been washed away, it was discovered at low-tide, that meadow soil many feet deep had been under the beach sands for many ages and in that newly exposed meadow soil, were found the tracks of cloven-footed animals, supposed to have been made by buffaloes at some early period when the large expanse of water between the outer beach—through which the new inlet had just formed—and the mainland must have been an extensive meadow marsh. Furman further remarks that the inlet "is now nearly closed, and it is probable that in a few years it will again be a sand beach." Of course we know his prediction that Jones Inlet would close up, has not yet come true. "For a long time after

it was thus opened" he says, "it was navigable for small schooners," but today, it can be used by vessels—large and small, even better than it could 25 years ago.

Two of the seven inlets through the Great South Beach, referred to in the aforementioned testimony of Col. Nicoll Floyd, are shown on the official map made for Brookhaven Town in 1797. One of them, known as "Hallow's Gut," was a small one and about opposite Centre Moriches; the other known as "Smith's Inlet," was west of Smith's Point and opposite Brookhaven village. It is described in the 1797 survey of the Town, as 4 furlongs and 1 chain in width, which is 4 rods more than half a mile. Both of these inlets have long since closed up. The latter began to close soon after 1800 and when the small channel was at last blocked by a brig loaded with grindstones, which sunk in its mouth about 1834, it closed up entirely and a large dune now stands over its entrance into the ocean. The other five inlets also closed up naturally and for many years there was no break through the beach east of Fire Island Inlet until on March 4, 1931, when Moriches Inlet broke through unexpectedly when there was no storm on land, but a high sea run-

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ning from the effects of a storm many miles out to sea. It is just east of this inlet, that the section of the beach is known as "Cupsogue"—a term defined in Tooker's *Indian Place Names on Long Island*, as an "inlet that closes or shuts up." In view of the fact that old records refer to several inlets in this section, the Indian word is very appropriate, as all these inlets did eventually close up. Still further east, at Shinnecock Bay and Mecox Bay, inlets are known to have opened up and after a number of years, they too closed up entirely during the respite between hurricanes and near-hurricane gales.

Some of these storms have been most severe and destructive and the description of them is very much like reading about the recent hurricane on Long Island and in New England. I have already referred to the violent storm during the winter of 1690-91. Devens says there was a tremendous gale in 1723, though he gives us no account. A real tropical hurricane passed east of Long Island in 1782. It was at the time when the *Ville de Paris*, *Centaur*, *Ramilies* and several other French ships of war, sent to the aid of the American Colonies, either foundered or were rendered unserviceable. The fact that the journal of an officer on board the *Ramilies*, when in lat. 42° 15', long. 48° 55', records the severity of the gale on September 16th, would indicate that Long Island got only the attendant side wind in the form of a bad "equinoctial storm." The course of this hurricane and several succeeding others is described in *The Naval Magazine* of July, 1836.

There is mention also in the magazine, of a noteworthy gale that followed the September hurricane of 1782, less than a month later, and it is probable that it too, was felt on Long Island.

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on Long Island is given in another letter written in February of 1830 by a member of the family to an uncle in Cuba:

"We have a large body of snow on the ground and a prospect of good slaying."

In May of 1844 a public spirited Jacob Latting wrote a vigorous epistle (published) to the Editor of the Tribune. Jacob felt strongly that woman's place was in the home but that a good course of female training previous to marriage was essential. He wrote:

"I addressed a letter to Henry Clay, and asked him to obtain for the benefit of the females of the United States, to get them a tract of land, whereon they could build central academies and factories to promote industry, and qualify them to earn their bread by the sweat of their faces as the Lord said to Adam—for public good and sisterly feeling, an example for the world of the aimable qualities of the American females in making good wives and truly verifying the Proverb. The females in the savage countries are made a beast of burden; in Africa, a piece of furniture; in Europe, a spoiled child; America, the amiable and beloved companion of man. Then to 'home, sweet home' would he wend his way in ecstasies, when released from the cares of the day, and enjoy the consolation

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of his family, the pleasures of life."

So Jacob would have the ladies well trained but we cannot accuse him of a selfish motive, that of obtaining a useful female for his own wife-to-be, for he was eighty-two years old when he wrote the above.

In July of 1850 Harriet A. Emerson Latting (of the famous New England Emersons) wrote her mother in Salem to describe the idyllic atmosphere of her home, Rose Cottage. The style is almost worthy of Ralph Waldo himself.

"My Mother beloved,

Here in this delightful retreat of quiet and of shade, I seat myself this morning for a little talk with my mother far away. The doors and windows are all wide open, the roosters are crowing loud enough to rouse up all the penitent Peters, the insects are buzzing, buzzing, the hens are calling their babies to rise and follow them, the lambs have followed their leader to the meadows 'leaning their necks on each other' the cows have all gone streaming to pasture, and the world of green without is bending gently to the breeze, amid all this beauty and repose, our little love is sleeping quietly upstairs as innocent as a lamb, as happy as a bird in the branches."

There is more of this beautiful description of life in Lattingtown many years ago, there are more letters, many, many more awaiting the man of research—the writers and chroniclers of Lattingtown and Long Island, truly a Treasure Trove.

Liberal commissions paid to subscription solicitors for the L. I. Forum.

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(Continued from Page 44)

The pilot watched the tidal flow and wind with a cautious eye. He must maintain enough sail to keep the frigate's way up and make her obedient to the wheel. Yet he must not crowd too much sail or he would not have time to maneuver his ship. As the black hulled warship steered past the northern end of Blackwell's Island, the most dangerous section of the river lay before her.

The bow veered as the pilot swung his wheel to the left. Simultaneously he cried to the mate for more sail, and as the ship tugged ahead he spun the wheel again, this time to the right. Great and Little Mill rock, each suffi-

ent to rip open the wooden hull, slipped past on the port side. On the right, Hallet's Point jutted into the River. Once past this point the pilot eased his bow to the east channel and the twin islands. Ahead lay the deeper and shoal-free water of the East River on the southerly shore of the Bronx.

Hallet's Cove, then Pot Cove, slipped by, each decreasing the chance of piling up. The last real shoal lay here—Pot Rock. Even as the ship's officers prepared to compliment their steersman for a job well done, the wind slackened, and then moved, point by point to the West. The pilot, cursing with marvelous ability, spun his wheel, but the ship had already lost way. A square rigger is not easily steered without a following wind, and she slewed towards the reef.

(Continued Next Month)

Your article in the August Number of the Forum "Collecting With A Purpose" interested me. I am a descendant of Capt. John Seaman, an early L. I. settler so L. I.'s history is especially interesting to me.

Martha D. Tourison,
Philadelphia, Pa.

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